

HOBART'S FLOATING BRIDGE 1943-64

CEREMONY REPORT



The Floating Bridge from the Eastern Shore

Anonymous

**on the presentation of an
ENGINEERING HERITAGE NATIONAL MARKER**

on 5 May 2015

**Prepared by
Engineering Heritage Tasmania**

May 2015

CONTENTS

	Page
1. PLANNING FOR THE CEREMONY	1
2. INVITATION	2
3. THE CEREMONY	3
4. SOUVENIR PROGRAM.....	4
5. PHOTOGRAPHS	8
5.1 Governor arriving.	8
5.2 Governor speaking.....	8
5.3 Governor unveiling a panel	9
5.4 National Deputy President John McIntosh speaking	9
5.5 Governor with Hobart shore panel.....	10
5.6 Heritage Group with Hobart shore panel.....	10
5.7 Governor with work experience students	11
5.8 Hobart Shore panel and marker	12
5.9 Clarence Shore panel and marker.....	13
5.10 View from Hobart shore showing panel, marker, hinge pin and lift span tower base out in river. Tasman Bridge at right.	14
5.11 One of six hinge pins from the bridge shore attachments.	14
5.12 View from eastern shore showing panel and marker mounted on the handrail on floating bridge abutment. Tasman Bridge at left...	15
6. PUBLICITY	15
6.1 Media Release.....	16
6.2 Mercury article on 6 May 2015.....	18
6.3 ABC Radio interview	18

1. PLANNING FOR THE CEREMONY

Planning for the ceremony was undertaken by a small committee representing the several stakeholders. While the State Government had owned the bridge, it connected the City of Hobart with the City of Clarence on opposite sides of the river. Engineering Heritage Tasmania therefore invited a representative from each party to join them in organising for the big event. The three stakeholders agreed to share the costs.

To be fair to all parties, a possible venue would be on a ferry in the middle of the river, but common sense prevailed and it was agreed that the ceremony would be held at the Rosny Barn on the eastern shore, a large sandstone structure originally part of the Rosny Farm and recently restored by the Clarence City Council for use as an exhibition area.

However by the time that the ceremony date was set, to be part of Heritage Month of May 2105, the Barn was occupied by a World War 1 exhibition to celebrate the centenary of Gallipoli. We then bravely decided to hold the ceremony in the open courtyard outside the Barn, with fingers crossed for fine weather. The options for inclement weather were a vacated school nearby or some rooms in a cottage on the site. In the event the weather was atrocious and the ceremony was held in the Barn with the War exhibits all around the walls; a bit cramped but warm and dry, and quite historic.

Two interpretation panels and markers were required, one at each end of the floating bridge site. It was agreed that the two panels would be similar but did not need to be identical. They should tell a similar story but could reflect a western and eastern flavour.

The western panel and marker was to be sited on the foreshore in a grassy area with a clear view across the river. The eastern panel was to be sited on the floating bridge abutment which still exists.

The initial text and images for the panels were sent to Richard Venus in Adelaide and he produced two excellent designs. But these designs stimulated the committee into a greater effort, resulting in different images and modified text being given to a local graphic artist to redesign the layout.

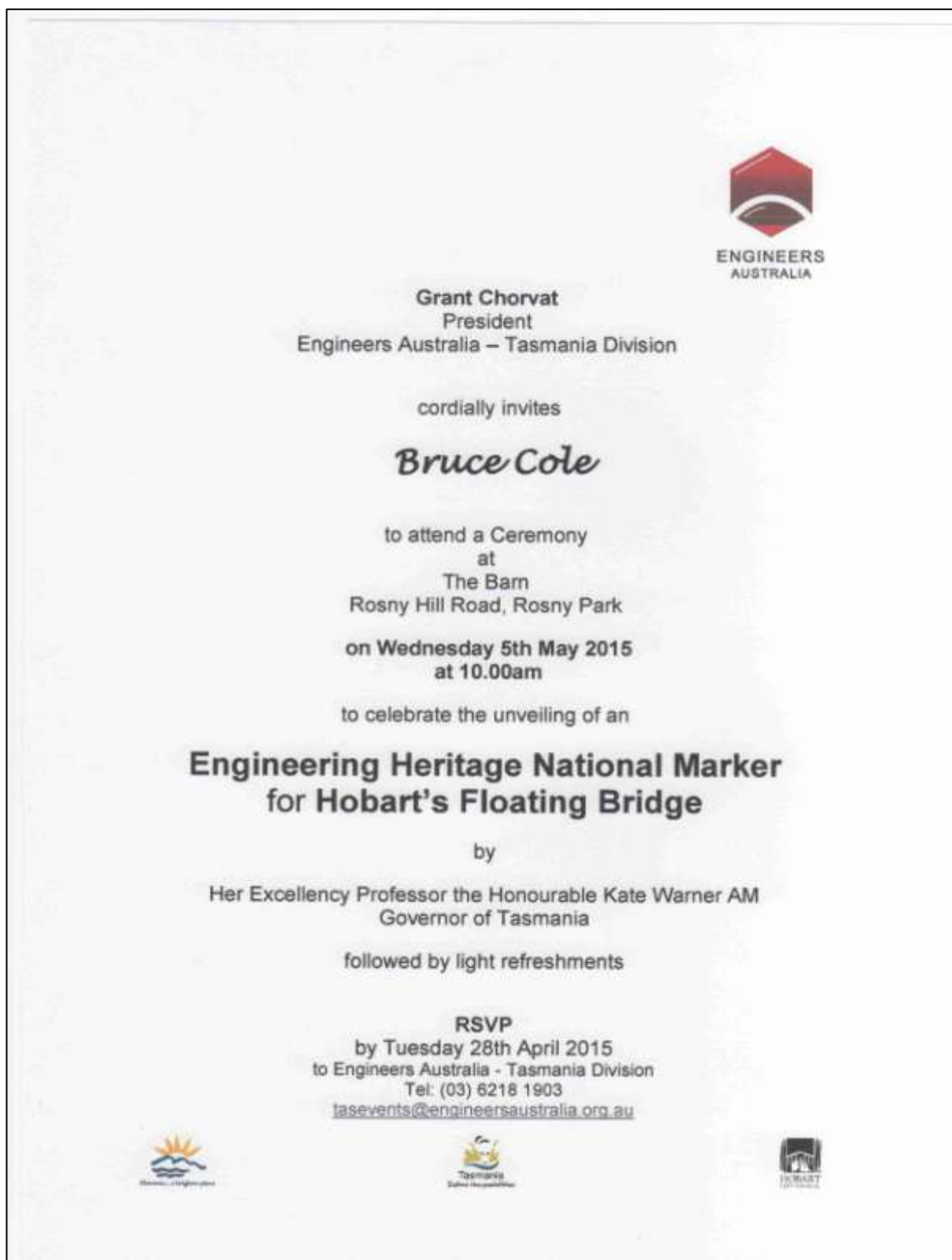
The panels and stands were to be made by Tim Williams of Red Arrow here at Cambridge. Further liaison resulted in the panels being made wider so that the marker could be mounted on the panel, an innovation making a marker image unnecessary.

The eastern panel was to be clamped onto the existing handrail around the bridge abutment. The western panel had a normal stand made of stainless steel. The hinge pin previously on display outside the Royal Engineers Building was placed next to the panel on a concrete base. The Councils erected the panels.

Tasmania Division Office handled the invitations, the arrangements with Government House and the printing of the souvenir program. Lists of invitees from all parties were provided by the committee, and were sent out by email. The EA system for emailing the invitations was tedious and time-consuming, as each invitation (a pdf document) had to be individually attached to the right email message.

Clarence Council provided the venue, the PA, the seating and the morning tea.

2. INVITATION



3. THE CEREMONY

Her Excellency Professor Kate Warner AM, Governor of Tasmania, unveiled the Engineering Heritage National Markers and interpretation panels.

Her Excellency, Engineers Australia Deputy President John McIntosh FIEAust CPEng, the Lord Mayor of Hobart Sue Hickey and the Mayor of Clarence Doug Chipman addressed the audience of 50, including a large contingent of media, at the Rosny Barn on Hobart's Eastern Shore.

Both Her Excellency and Mr Chipman spoke of their teenage memories of the Floating Bridge which operated from 1943 to 1964.

Mr Kim Evans, Secretary of the Department of State Growth (representing his Minister), outlined the design and construction of the bridge in war time.

Mr McIntosh spoke about the innovation of the Bridge's creator, Sir Allan Knight, then the Chief Engineer of the Public Works Department.

"Engineers are problem solvers. We present practical solutions to real world problems, and the Hobart Bridge is the prime example of this," Mr McIntosh said.

"Hobart had a problem – the reliance on ferries to transport people across the Derwent River was increasing to non-sustainable levels. So the solution was to build a bridge that not only took passenger cars but could also allow ships to pass through to the industrial areas located upriver."

Mr Chipman said prior to the Floating Bridge, the Eastern Shore had a population of around 5000 which grew to more than 30,000 in the next 21 years.

Since 1984, through the Engineering Heritage Recognition Program, the engineering heritage groups of Engineers Australia have brought public recognition to engineering works and the engineers who created them.

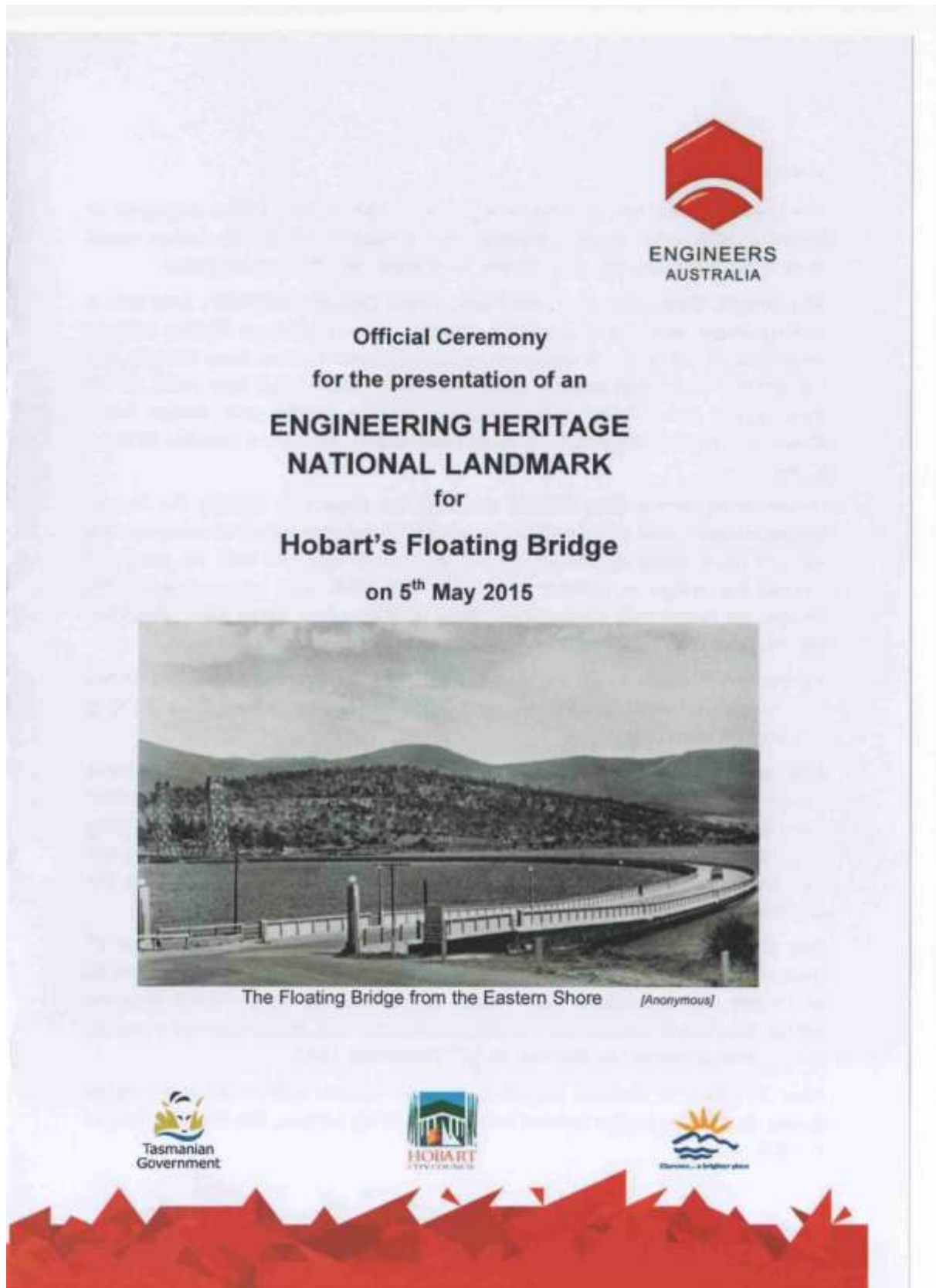
"In doing so they encourage conservation of our engineering heritage and help the community to understand engineering and the benefits it provides," Mr McIntosh said.

"There are over 190 historic engineering works Australia-wide that have been recognised with heritage awards. These awards are not given lightly. There have been 23 engineering heritage awards in Tasmania, of which only five have previously been recognised as being of national significance. The Hobart Floating Bridge is the latest national award."

After the ceremony attendees viewed a video of the lift span rising to allow a ship to pass through, and also saw a survey level which had been used on the bridge construction. A particularly delicious morning tea followed. The Barn was also holding a World War 1 exhibition at the time.

4. SOUVENIR PROGRAM

Front cover



Errata: National Landmark should be National Marker.

A Brief History

The Derwent River had provided a significant challenge for bridge engineers to devise an affordable crossing. Multiple piers to support an orthodox bridge would have to go down through up to 30 metres of water and 30 metres of mud.

Allan Knight, Chief Engineer of the Public Works Department (PWD), proposed a floating bridge which did not need supporting piers. Elsewhere floating bridges were straight with anchors upstream and downstream to keep them straight. But trial anchors in the soft mud of the Derwent River proved that they could not be relied upon. Allan Knight then suggested that a curved arch bridge firmly attached to each shore would not need intermediate anchors; a possible solution at last.

Hobart entrepreneur Stan Barnett financed the project by floating the Hobart Bridge company and attracted investors in the knowledge that land values on the eastern shore would appreciate rapidly once the bridge was built. He prudently insured the bridge in London as a ship. The PWD was responsible for the design, no mean task as a curved floating bridge had never been designed before. Countless technical questions had to be resolved.

As the bridge would block the river for shipping, an opening consisting of two high towers and a lift span was required. Allan Knight went to the USA in 1936 to research lift span bridges.

After two years of investigation and design, a contract was let to the Timms Bridge Construction Company in 1938. They set up a works area on Pavilion Point where the 24 reinforced concrete pontoons were launched, each weighing 1000 tonnes. The pontoons were then joined together in Geilston Bay into two half arches. In calm weather the two parts were towed out, attached to the abutments and joined with a pin at mid-river.

Due to be opened before Christmas in 1943, a severe storm occurred on 4th December. Large waves surging up the river threatened to tear the arch from its abutments and undulations were visible in the deck as the pontoons rode the waves. Observers wondered if the bridge would survive. Some damage occurred but the bridge opened as planned on 24th December 1943.

After 21 years of service, including periodic repairs and occasional closure during storms, the bridge handed over its role to big brother, the Tasman Bridge, in 1964.

**Program for the
Heritage Recognition Ceremony**

at

The Barn, Rosny

Tuesday 5th May 2015

Master of Ceremonies

Mr Anthony Lee
Engineering Heritage Tasmania

Address

Her Excellency Professor the Honourable Kate Warner, AM,
Governor of Tasmania

Design and Construction of the Bridge

Mr Kim Evans
Secretary, Department of State Growth

Presentation of the Heritage Markers

Mr John McIntosh
Deputy National President, Engineers Australia

Unveiling of the Heritage Markers and Panels

Acceptance of Heritage Markers

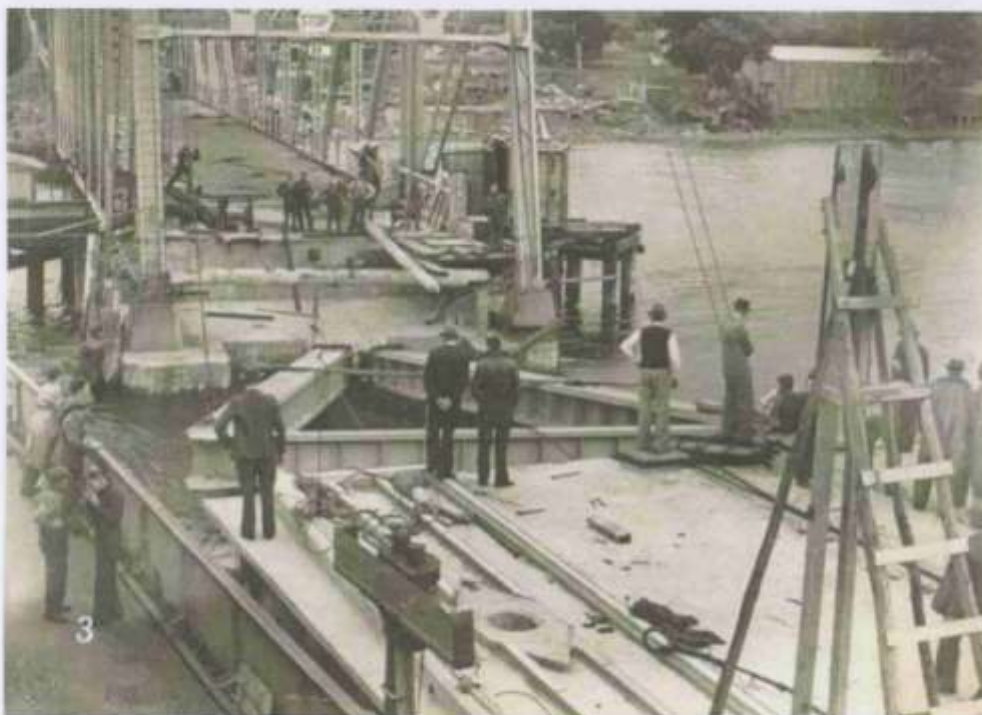
The Right Honourable the Lord Mayor of Hobart Alderman
Sue Hickey

Mayor of Clarence Alderman Doug Chipman

Closing Announcements

Mr Anthony Lee

Morning Tea



Attaching bridge to western abutment *[Hobart Mercury]*

Engineering Heritage Recognition Program

The erection of markers attracts public attention to important historic engineering works and sites. A marker is awarded only after the preparation of a detailed nomination and assessment by a national committee.

Engineering icons which have received National Landmarks include the Sydney Harbour Bridge, the Goldfields Water Supply Scheme in Western Australia and the Snowy Mountains Scheme. Australia-wide, over 190 works of significance have been recognised since 1984.

Here in Tasmania, National Landmarks have been awarded to: Waddamana A Power Station 1916 (now a museum), Cethana Dam 1971, Gordon Dam 1986, Eletrolytic Zinc Works 1916 and the Ross Bridge 1836.

Engineering Heritage Markers have been awarded to the Richmond Bridge 1825, the Evandale-Launceston Water Supply Scheme 1836, the World's Oldest McNaught Beam Engine 1854 (outside the TAFE College in Hobart), Launceston Water Supply 1857, Kings Bridge 1864, the Tasmania Gold Mine 1877, Duck Reach Power Scheme 1895, Lake Margaret Power Scheme 1914, Vincents Rivulet Bridge 1932, the Tarraleah Power Development 1938, the Boyer Newsprint Mill 1943, six other major dams (Catagunya, Crotty, Devils Gate, Laughing Jack, Miena No 2 and Scotts Peak) and the Tasmanian Transport Museum 1972.

5. PHOTOGRAPHS

5.1 Her Excellency arriving.



Clarence City Council

Division President Grant Chorvat, Mr Warner, Governor Kate Warner and Clarence Mayor Doug Chipman

5.2 Governor speaking



Clarence City Council

MC Tony Lee at left. WW1 exhibition poster at right..

5.3 Her Excellency unveiling a panel



Clarence City Council

Hobart Lord Mayor Sue Hickey at right.

5.4 National Deputy President John McIntosh speaking



Clarence City Council

5.5 Her Excellency with Hobart shore panel



Clarence City Council

Left to right: Governor Kate Warner, Mayor of Clarence Doug Chipman, Division President Grant Chorvat, EA National Deputy President John McIntosh and Hobart Lord Mayor Sue Hickey.

5.6 Heritage Group with Hobart shore panel



Clarence City Council

Front: Grant Chorvat, Allen Wilson, Tony Lee, Bruce Cole.
Back: Ian Cooper, Tony Coupe, Ben Johnston, Don Chisholm-Smith.

5.7 Her Excellency with work experience students



Tony Lee

Left: Nathan Cortes and Sarah Zhou.

Hobart's Floating Bridge EHNM Ceremony Report

The Floating Bridge 1943–1964

Before the floating bridge opened, people wanting to cross the River Deverant had to wait for a river ferry or drive 20 km north to Bridgewater. Once the bridge was opened, people could cross at any time of the night or day.



© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 103–110

© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 103–110

The bridge was designed by Alan Knight, senior civil engineer at the Traffic Works Department.



17. [Download the sample data](#)

By focusing on design, we recognize and value different (often opposing) and sometimes conflicting ways to give value, perhaps following by word and then by image. In sum, we want the performance to be held in the city – and the New Museum – and remain like a bright and the idea of a work that is not to be left behind. With the most basic approach, the following strength of work continued the presence of word and with the idea of a work that is not to be left behind.



1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398</
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--------

When the bridge meeting concludes, the crew will be left with a building to renovate, including glass, steel, aluminum, dry and a sign for the building. The building is located in the center of the city and is a landmark.



Right: The handwriting of
some ancient scribes was
characteristically "cursive."
Scribes, however, often
used capital letters to
highlight words or
beginning of a sentence.



Learning Objectives

immersion of the 12 rubber gloves sitting on the bridge, connected by a rope. They were joined up by one half-inch, 12-foot, 100-pound force polymer, wrapped in the aluminum and covered with a 4-1/2" gap and back over three to four months is used up and then the rest.

It was going to be a test, including those who engaged in the economic program in the summer of 2000, providing small-scale employment.



1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 399–405

© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 111–117

¹ *Journal of Management*, 19 (1993), 11–20.



www.bbc.com/news/health-20140514

For a longer discussion of the relationship between the two sets of data, see the discussion of the second set of data in the paper by the Wages Unit and the discussion of the first set of data in the paper by the Wages Unit and the discussion of the second set of data in the paper by the Wages Unit.

1




ENGINEERING HERITAGE MARKER PLACED ON 5 MAY 2015



Hobart's Floating Bridge EHNM Ceremony Report

The Floating Bridge 1943-1964

Before the floating bridge opened, people wanting to cross the Blue Swimmer had to wait for a river ferry or drive nearly 40km north to the Bridgewater Bridge. Ferries took at the 20 Longmore could carry up to 20 cars and 200 passengers, but the river crossing took up to an hour. However once the floating bridge was opened, people could cross quickly at any time of the night or day. The Floating Bridge featured a residential town on the eastern shore. Between 1943 and 1964, the population here increased from 5,000 to over 30,000 people.



Project Engineer
1943-1944



The floating bridge was a 1.5km long, temporary structure made of steel and timber, designed to be dismantled and moved to a new location.




The bridge was built on a temporary foundation of logs and timber, and was designed to be dismantled and moved to a new location.



The bridge was built on a temporary foundation of logs and timber, and was designed to be dismantled and moved to a new location.



The bridge was built on a temporary foundation of logs and timber, and was designed to be dismantled and moved to a new location.



The bridge was built on a temporary foundation of logs and timber, and was designed to be dismantled and moved to a new location.

5.10 View from Hobart shore showing panel, marker, hinge pin and lift span tower base out in river. Tasman Bridge at right.



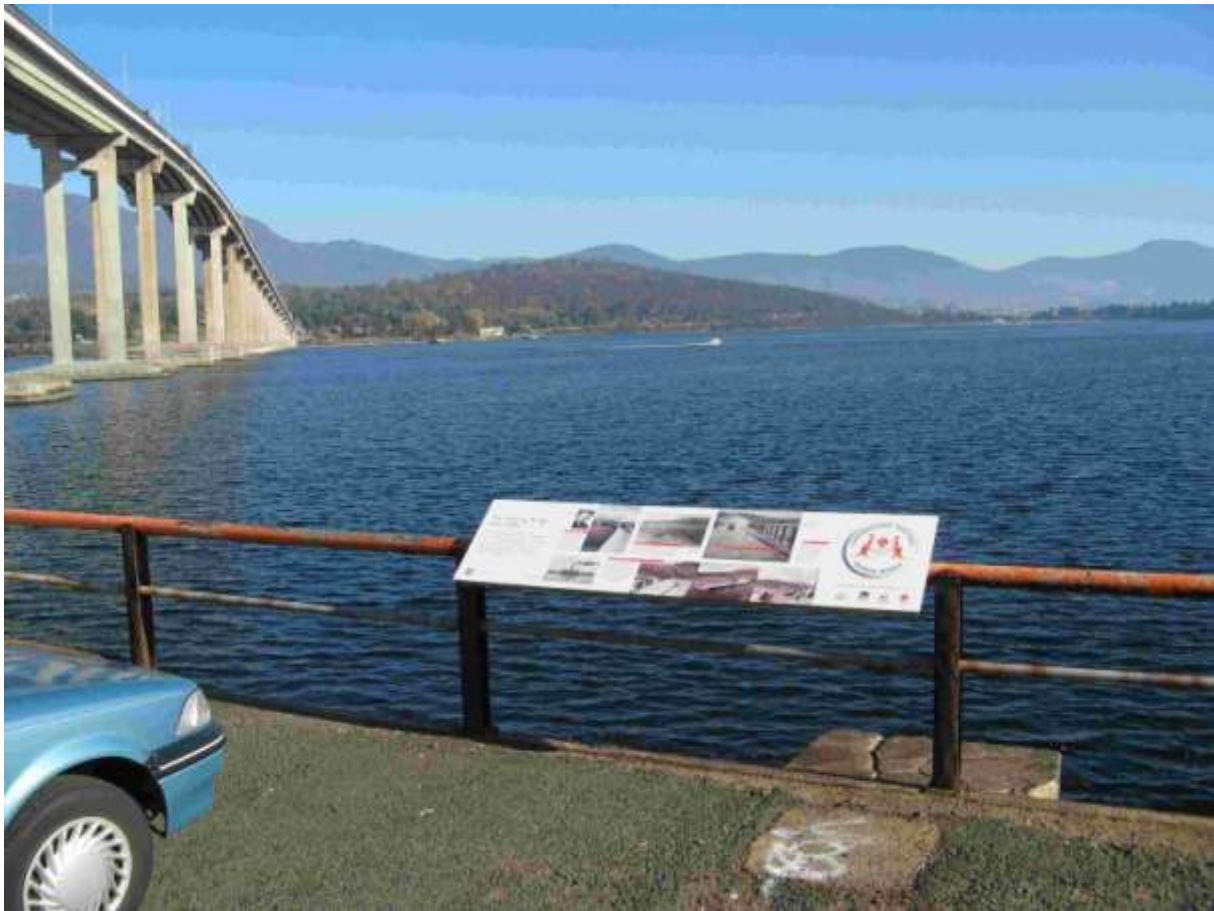
Sarah Waight

5.11 One of six hinge pins from the bridge shore attachments.



Sarah Waight

5.12 View from eastern shore showing panel and marker mounted on the handrail of the floating bridge abutment. Tasman Bridge at left.



Bruce Cole

6. PUBLICITY

Tasmania Division employed a PR consultant to alert the media. He prepared a media release and issued it a few days before the event.

As a result, at 7.15am on the morning of the ceremony, Division General Manager Vicki Gardener was interviewed on ABC Radio, and many callers contributed their memories of the bridge.

The media attended the ceremony in strength. ABC TV, Southern Cross TV and the Mercury newspaper came with reporters and camera men, and several interviews with key people were organised through the PR consultant. The Clarence City Council photographer also took photographs.

Segments appeared in the TV news on both channels that evening, and an article with images was printed on page 4 of the Mercury next day.

6.1 Media Release

MEDIA RELEASE



1 May 2015

Floating Bridge Media Advisory

Engineers Australia invites the Tasmanian media to the National Heritage Marker Ceremony for Hobart's famous historic Floating Bridge - which operated for 21 years, 1943-1964 - at **10am, Tuesday, May 5.**

The Governor of Tasmania, Her Excellency Professor The Honourable Kate Warner will speak about Crossing the Derwent Bridge. Engineers Australia's National Deputy President John McIntosh, the Lord Mayor of Hobart Sue Hickey and the Mayor of Clarence Doug Chipman will also speak about the importance of the Floating Bridge.

Engineers Australia, Tasmania Division, General Manager Dr Vicki Gardiner said pre-World War II, ferry services were main transport between the Eastern to Western shores.

"Engineers are problem solvers. They present practical solutions to real work problems and the Hobart floating bridge is the prime example of this," Dr Gardiner said.

"Hobart had a problem: the reliance on ferries to transport people across the Derwent River had increased to non-sustainable levels. The solution was to build a bridge that not only took passenger cars but could also allow ships to pass through to the industry areas located upriver.

"During war times, the bridge began construction in 1938 and cost was an issue. Chief Engineer of the Public Works Department, Sir Allan Knight, demonstrated the characteristics of an engineer - he was innovative in his design, practical given the economic conditions at the time and had a vision to build and protect his community."

WHAT: Engineering Heritage National Marker Ceremony

WHEN: 10am, Tuesday, 5 May 2015

WHERE: The Barn, Rosny Hill Road, Rosny Park

Special Note: Media will be supplied with images of the Floating Bridge, in operation and during its construction, by the Hobart City Council.

Dr Gardiner said the social significance of the Floating Bridge and its social impact on Greater Hobart, was critical.

"The floating bridge resulted in a thriving Eastern Shore. Within 21 years, the population increased six-fold from 5,000 to 30,000. Undoubtedly, this brought many services to the Eastern Shore and dramatically increased the standard of living."

Dr Gardiner said an orthodox bridge, like the Tasman Bridge, would have multiple piers going down through 30 metres of water and 30 metres of mud to sound rock, and this option was far too expensive for the Tasmanian Government in the 1930s."

"Sir Allan Knight came up with the concept of a floating bridge which would eliminate the need for piers. But if it was a straight floating bridge, like such bridges elsewhere, it would need anchors upstream and downstream to keep it straight. A trial of anchors in the soft mud in the river bed found that the anchors could not be relied upon.

Engineers Australia is the peak representative body for the engineering profession, representing more than 100,000 members from all disciplines of the engineering team. We maintain representation in every state and territory.

MEDIA RELEASE



1 May 2015

Event Runsheet

- 1000 - Event commences
- 1002 - Her Excellency Professor the Honourable Kate Warner Governor of Tasmania speaks: Crossing the Derwent
- 1007 - Kim Evans, Secretary of State Growth, speaks
- 1012 - EA National Deputy President John McIntosh speaks: Heritage recognition program
- 1017 - Governor & John McIntosh unveil Heritage Marker and Panels
- 1021 - Lord Mayor of Hobart and Mayor of Clarence speak
- 1030 - Media interview opportunities

Media contact: A.Mark Thomas, M&M Communications, 0422 006 732

Engineers Australia is the peak representative body for the engineering profession, representing more than 100,000 members from all disciplines of the engineering team. We maintain representation in every state and territory.

6.2 Mercury article on 6 May 2015

An article and photograph were printed in the Hobart Mercury. See URL below.

<http://www.themercury.com.au/news/tasmania/hobarts-historic-floating-bridge-takes-its-place-in-history/story-fnj4f7k1-1227337163335>

6.3 ABC Radio interview

A week later Bruce Cole was interviewed on ABC radio by Chris Wisbey. Part of the interview was broadcast on Monday 11th May with the whole interview due on Sunday 18th May. Chris Wisbey said engineering topics are popular so that further exposure on other heritage items is possible.